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ABSTRACT

An aircraft occupancy, with a seat chassis mounted on a set of rails of any type, ideally as I have demonstrated on load bearing triple monorails with one hundred sixty-eight circumventing roller trucks attached to stationary inner rails, an outer track box movable along said inner tracks, and a monorail supporting track with eighty-four roller trucks; shown here in a side view with partial delineation of an end cover. Any, seat chassis attached to a movable outer track box is ejectable along a lateral trajectory, perpendicular to a horizontal longitudinal axis of an aircraft, and guided out of a path of a failed aircraft during ejection flight by two bottom positioned tail fins slotted within ejection monorails launcher platform legs. A seat chassis is enabled to eject laterally since a conventional hinged door is operational within a greater sliding door panel which pneumatic rockets transverse a greater emergency sliding door panel including an interior fixed conventional hinge operational door out of a path of a seat chassis or chassis' towards a rear of an aircraft where a sliding greater panel is prevented from recoiling by a catch. Airbags for positioning legs and torso of an occupant for a safe emergency exit ejection are embedded or attached to a structure directly fore of a seat chassis. A second set of head, neck and chest airbag protectors are connected on both sides of a seat chassis, for safe lateral equal access emergency exit ejection. Three compartments for altitude appropriate parachutes and sensor fuse box for opening said desired chute. Including an interior side mounted blast shield and monorails inner tracks support columns to which a couple of rocket catapults are fixed by seals at their ignition points.

17 Claims, 15 Drawing Figures